



GOVERNMENT GAZETTE

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Environmental-friendly transport from the Baltic to the Adriatic Sea

The Baltic-Adriatic Transport Cooperation (BATCo) aims at improving accessibility in an area which reaches from the Baltic Sea in the North to the Adriatic Sea in the South. Promoting environmental ways of transportation is a special focus within the project.

The idea of a Trans-European Transport Network (TEN-T) dates back to the end of the 1980s and came to life in conjunction with the concept of a "Single Market" for Europe. It was clear that such a concept would make no sense unless the various regions and national networks making up that market were properly linked by modern and efficient infrastructure with freedom of movement within it for goods, persons and services. TEN-Ts are connecting countries and regions throughout Europe. Building up a huge network covering the whole continent will bring a positive impulse for the economy. At the same time social and environmental impacts must be considered as essential.

Today, the Trans-European Transport Network is therefore a major element in economic competitiveness and a balanced and sustainable development of the European Union which also contributes to the implementation and development of the common market and re-enforces economic and social cohesion. This development requires the interconnection and interoperability of national networks as well as the access to them.

Letter of Intent as start

In 2006 the Federal Ministers of Transport and Infrastructure of Poland, Czech Republic, Slovakia, Austria and Italy signed a letter of intent to conjointly develop the Baltic-Adriatic Transport Axis, including the extension of the existing Pan-European Transport Corridor VI from Gdansk, Warsaw, Katowice, Zilina with branches to Poznan and Breclav/Brno and its South-Western extension to Bratislava/Vienna, Graz, Klagenfurt, Udine, Trieste/Venice and Bologna/Ravenna.

Parts of this axis are already included in the TEN-T policy as Priority Project 23, which connects Gdansk with Vienna. In a further step the project will ensure that the high capacity railway which starts in Poland is connected to Upper Italy.

The Letter of Intent has been reinforced by the Presidents of 19 regions along the Baltic-Adriatic Axis in October 2009 by signing a common declaration supporting the consequent and immediate implementation of the Baltic-Adriatic Axis.

Economic development hand in hand with ecological improvements

Accessibility is a precognition for economic development. Therefore the Baltic-Adriatic Transport Cooperation will contribute to the improvement of the economic development along the Baltic-Adriatic Axis based on best possible integration of corresponding markets and a balanced development. Transnational cooperation is a crucial factor to improve the situation for every single member state and every single region.

Beside the economic development, sustainability is a key word in the context of BATCo. Therefore the Baltic-Adriatic Transport Cooperation seeks to up-grade intermodal transport connections - particularly accelerating the implementation of high capacity railway connections and infrastructure along the Baltic-Adriatic Axis and to protect the environment via the reduction of negative transport related effects. As a first step therefore, BATCo will perform a transport and logistics analyses which provides information on relevant data as freight and passengers' flows/volumes and their possible axis-wide standardisation.

As a final result the project will lead to an improved accessibility in the regions along the Baltic-Adriatic Axis considering transport and environment related effects such as the reduction of pollutants (e.g. CO₂, PM₁₀) and noise as well as improving transport safety.

Competitiveness of the business sector as well as regional attractiveness will be increased via the identification of current transnational business potentials and stimulation of transnational cooperation on the one hand and via future potentials based on the improved accessibility on the other hand.

In this regard the development of a transnationally transferable strategy for up-grading the freight village ALPLOG, which is located at the intersection of the Baltic-Adriatic Axis and Corridor X (Salzburg – Villach/Fuernitz – Ljubljana – Zagreb – Thessaloniki) and managed by BATCo partner Development Agency of Carinthia, to a full-functional logistics center, serving as a dry-port for the North-Adriatic ports in the future, plays a special role within BATCo.

Lead Partner - Contact:

Regional Government of Carinthia, Department for Economic Law and Infrastructure
Mr. Hans Schuschnig
office@baltic-adriatic.net
<http://www.baltic-adriatic.eu>

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